

COMMITTEE ON TRAFFIC/PUBLIC SAFETY

December 9, 2003

**5:30 PM
NH Primary Room
City Hall (3rd Floor)**

Chairman Sysyn called the meeting to order.

The Clerk called the roll.

Present: Aldermen Sysyn, Guinta, Osborne, Forest

Absent: Alderman Garrity

NEW BUSINESS

Chairman Sysyn addressed two New Business Items:

Parking Garage Operating Agreement between the City of Manchester
And JPA III Management Company Inc. (Center of NH)

Deputy City Solicitor Tom Arnold stated I spoke to Burton Peltz who is counsel to the Center of New Hampshire a number of times today. Staff had met, we had put together a proposed agreement, I had sent it down to Mr. Peltz, he requested that the present agreement be extended for 60 days in order to give them time to review it. The staff has no problem with that.

Chairman Sysyn stated I think Kevin [Clougherty] is okay with that. Kevin are you okay with that?

Finance Director Kevin Clougherty replied yes that gives us more time to do some things on our side to respond.

Alderman Forest stated point of order. Item 10 under Tabled Items; I think we have to take this off the table before we can discuss it. I think this has been on the table a while.

Mr. Arnold stated the committee had originally asked us to report back in 60 days. Unfortunately we missed that date and we're back here now.

Chairman Sysyn stated that's for parking garage RFP's for management. That has nothing to do with this.

Mr. Arnold stated just to be clear of course, what the committee does is make a recommendation to the full Board to extend it for another 60 days.

On a motion of Alderman Forest, duly seconded by Alderman Guinta, it was voted to extend the current operating agreement between the City of Manchester and JPA III Management Company Inc. (Center of NH) until March 3, 2004.

No Parking/Loading Zone on Vine Street, west side, from Concord Street
To a point 115 feet north of Amherst Street.

Alderman Guinta stated there's an issue downtown that some of us here may or may not be aware of regarding loading zones behind a number of the businesses that are located on Elm Street. There is a suggestion that I would like Bill [Jabjiniak] to fill us in on and how to resolve that issue.

William Jabjiniak stated we're dealing with in particular a series of businesses and you could certainly speak to the parking issues in the alleys behind Concord Street south to Amherst Street is where I'm seeing a good chunk of problems and there's other's scattered throughout the alleys. Delivery vehicles parking in the alley and we've had businesses that are far exceeding their original expectations. With that in mind, they have approached us on numerous occasions trying to deal with their parking and loading and unloading and after talking to one of your parking control officers, who has offered this solution, which I thought was excellent. We're looking at providing a loading and unloading zone on Vine Street, which is across from the Victory parking garage. This would be the west side of the street. Currently there are five spaces that you in essence have marked as double time. During the day there are meters and at night they're loading and unloading. We're finding that we have a need for more than that and those five are not always open as well. So what the proposal is, can we make that entire stretch, and I do not have a number of metered spaces or even metered numbers for you, which we will need to provide. That whole area, which I'm going to guess at about ten spaces, can that be all loading and unloading? It eliminates anything in that alley; you can enforce it as the ordinance currently calls for. The biggest offender, if I may say, appears to be Papa Johns. They have agreed that would be a logical solution. That is close enough so people can walk, but the Chinese restaurant also has delivery. They can walk around and park a vehicle there, take the next one over, get in their vehicle and go. Awesome Gourmet Coffee has had some issues there as well. So we're trying to work with a growing business population and at the

same time eliminate a hazard in that alleyway. This is one that Alderman Guinta thought might be a good solution here as well. So I'm at the mercy of the committee.

Traffic Director Tom Lolicata asked do we maintain the meters as well? Or not? Or just straight loading zone?

Mr. Jabjiniak answered I would go loading and unloading, 30 minute maximum.

Alderman Forest stated it's not that I agree with them, but has anybody spoken with the phone company? Because I think the problem with the phone company there is they were using Concord Street and they were totally blocking Concord Street. And they agreed to move over to where those meters are. By doing this, would that force them to start utilizing Concord Street and blocking that off again? Or would they be able to use those loading zones also?

Mr. Lolicata stated they are using it now for loading.

Alderman Forest stated yes they are.

Mr. Lolicata stated as a matter of fact, they're paying for it. They use hoods; they use everything over there.

Chairman Sysyn stated sometimes they're on Concord Street too. And the back alleys do have the problem of people being in the back street and the other day one of the meter maids came in and she said that the garbage couldn't be picked up because people were blocking it.

Mr. Jabjiniak stated emergency vehicles, garbage collection, there's a whole bunch of reasons, if you want to jump in there.

On a motion of Alderman Guinta, duly seconded by Alderman Forest, it was voted to initiate a no parking/loading zone on Vine Street, west side, from Concord Street to a point 115 feet north of Amherst Street.

Chairman Sysyn addressed Item 3 of the agenda:

Communication from Jean "John" Lemire requesting the installation of 15 signs with the Lions International logo throughout the City.

Chairman Sysyn asked where are they going to put these? All they told us was how big they were.

Mr. Lolicata stated he came into my office and he told me he had a couple he wanted to do so I told him to go through here. The Lions Club has never been in Manchester, it is the other ones, the Kiwanis, and those have been up from years and years ago. But you're talking about a few signs here and most of them are... I've also got a letter from the State during the year telling us to leave the ramps alone. No more signs. If he's talking about any kind of a ramp, we can't do them anymore. The State is telling us to knock it off. So those can't even be done.

Alderman Osborne asked how important is this to have signs there? How many people look at the signs?

Alderman Forest stated it is a big organization.

Alderman Guinta asked I know, but Manchester wise?

Alderman Guinta asked didn't we just refuse somebody from doing this? Was it a church?

Mr. Lolicata replied yes. You have been refusing right along and the only ones that you ever consider have been like a non-profit. It hasn't been done for quite a while. This committee hasn't done something for a couple of years.

Alderman Forest stated they are non-profit, I think.

Mr. Lolicata stated that's the key for the first thing.

Alderman Forest stated I'm not a member, but I know a lot of people that are. It is a big organization; nationwide, even Canada has Lions. They do a lot of charitable work.

Alderman Osborne stated a church is non-profit also. Where do you draw the line?

Alderman Forest stated the Lions Club, the Rotary Club, there are always organizations that we, or as a city in different parts of the country, that allow people like them to do this. I'm just concerned as to where they are going to put them.

Chairman Sysyn stated he's got them on the off ramps. You can't put them there. The State doesn't want you to put them on there, and one of them is at the airport exit.

Mr. Lolicata stated I said a long time ago we're starting to become a sign city in Manchester, but if he could cut down half of these at least. We end up doing these for him even though we're charging him. It's my materials after a while.

Alderman Guinta stated I was going to suggest that we table this until we come up with a policy that we could follow as the committee because there are several other requests and I don't want to say yes to one and no to another.

Chairman Sysyn asked didn't we stop those way back when Tim Reiniger was an alderman. We stopped it.

Alderman Osborne stated Kiwannis has been there for so long it's almost a grandfathered situation, so you can't stop a church and everybody else, because it has been in Manchester for years and the take on something else.

Mr. Lolicata stated you're taking a chance with a church and not too many ask you.

Chairman Sysyn asked so do we table it?

Alderman Osborne replied no. Either you do it or you don't anymore. There is no more room out there for signs. If you go down Maple Street now, if you were to look at every sign coming down Maple Street, you'd be up a tree somewhere. It is impossible to read all of those signs.

Chairman Sysyn stated if you looked at all of the signs on my street, you would go nuts.

Alderman Forest stated wasn't it Lady Bird Johnson that apparently did something about the fact that...get rid of all of these signs and now they're starting to come out again.

On a motion of Alderman Guinta, duly seconded by Alderman Osborne, it was voted to table this item until the committee comes up with a written policy.

Clerk Fysh asked did you want Mr. Lemire to come in or submit additional information?

Alderman Guinta answered no. I think if anything we should try to come up with a policy, whether it is yes we are going to allow it and then what the policy is going to be or no we're not going to allow it, period. I think we need to determine what our policy is going to be or whether there is going to be one. I don't know

that we'd actually... We'd have to determine as part of our policy if we want to allow signs.

Alderman Forest stated we can't just table it and leave it there.

Alderman Guinta stated no we would table it until we come up with a policy.

Alderman Osborne stated maybe the City Solicitor could word something in the meantime, just to get some sort of idea how it would be worded.

Chairman Sysyn stated we could refer it to the City Solicitor through Mr. Lolicata's office. Tom Lolicata could talk to Tom Arnold or Tom Clark.

Chairman Sysyn addressed Item 4 of the agenda:

Adopt regulations establishing 10 MPH limits in alleys.

Section 70.31 Speed in Service Alleys
--

EAST SIDE

**HAMPSHIRE LANE
FROM OLD GRANITE ST. TO W. AUBURN ST.
FROM WEST MERRIMACK ST. TO MECHANIC ST.
FROM KIDDER ST. TO LANGDON STREET**

**MANHATTAN LANE
FROM LAKE AVE. TO CENTRAL ST.**

**BARRISTER LANE
FROM CENTRAL ST. TO MERRIMACK ST.**

**NUTFIELD LANE
FROM HANOVER ST. TO CONCORD ST.**

**CHURCH ST.
FROM CONCORD ST. TO LOWELL NORTHBACK
FROM BRIDGE ST. TO MYRTLE ST.**

**BARRY AVE.
FROM LAKE AVE. TO CEDAR ST.**

**BERKLEY ST.
FROM BRIDGE ST. TO LOWELL NORTHBACK**

**LOWELL ST. NORTHBACK
FROM CHURCH ST. TO CHESTNUT ST.**

**FRANKLIN ST. WEST BACK
FROM W. PLEASANT ST. TO W. MERRIMACK ST.**

**PLEASANT ST. NORTHBACK
FROM CANAL ST. TO FRANKLIN WESTBACK ST.**

**FRANKLIN ST. WESTBACK
FROM W. MERRIMACK ST. TO MARKET ST.**

**WEST MERRIMACK NORTHBACK
FROM CANAL ST. TO FRANKLIN WESTBACK**

**MIDDLE ST. NORTHBACK
FROM CANAL ST. TO FRANKLIN WESTBACK**

**MARKET ST. NORTHBACK
FROM CANAL ST. TO UNITED WAY**

**UNITED WAY
FROM STARK ST. TO MARKET ST.**

**STARK ST. NORTHBACK
FROM CANAL ST. TO STARK ST.**

**LANGDON ST. NORTHBACK
FROM CANAL ST. TO DEAD END**

**ELM ST. EAST BACK
FROM WEBSTER ST. TO SAGAMORE ST.
FROM PENACOOK ST. TO BLODGET ST.
FROM BLODGET ST. TO BROOK ST.**

**CHURCH ST. EASTBACK
FROM ORANGE ST. TO BRIDGE NORTHBACK**

**CHESTNUT ST. WESTBACK
FROM ORANGE ST. TO BRIDGE NORTHBACK
FROM WEBSTER ST. TO DEAD END SOUTH OF SALMON ST.**

**PINE ST. WESTBACK
FROM SALMON ST. TO DEAD END NORTH OF NORTH ST.**

**PINE ST. EASTBACK
FROM WEBSTER ST. TO SAGAMORE ST. NORTH BACK**

**UNION ST. WESTBACK
FROM WEBSTER ST. TO SAGAMORE ST. NORTHBACK**

**UNION ST. EASTBACK
FROM WEBSTER ST. TO HARRISON ST.
FROM PEARL ST. TO CONCORD ST.**

**BEECH ST. WESTBACK
FROM DEAD END NORTH OF NORTH ST. TO DEAD END SOUTH OF
SALMON ST.**

**BEECH ST. WESTBACK
FROM BLODGET ST. TO HARRISON ST.
FROM PEARL ST. TO AMHERST ST.**

**BEECH ST. EASTBACK
FROM HARRISON ST. TO BLODGET ST.
FROM SALMON ST. TO DEAD END NORTH OF NORTH ST.
FROM WEBSTER ST. TO DEAD END**

**MAPLE ST. WESTBACK
FROM NORTH ST. TO DEAD END SOUTH
FROM BLODGET ST. TO HARRISON ST.**

**BLODGET ST. NORTHBACK
FROM CHESTNUT ST. TO ELM ST. EASTBACK**

**BROOK ST. NORTHBACK
FROM ELM ST. EASTBACK TO UNION ST.**

**PROSPECT ST. NORTHBACK
FROM CHESTNUT ST. TO WALNUT ST.**

**MYRTLE ST. NORTHBACK
FROM DEAD END WEST OF CHESTNUT TO UNION**

**ORANGE ST. NORTHBACK
FROM N. CHURCH ST. TO WALNUT ST.**

**PEARL ST. NORTHBACK
FROM CHESTNUT ST. TO PINE ST.**

**BLODGET ST. NORTHBACK
FROM PINE ST. TO UNION ST.**

**PENACOOK ST. NORTHBACK
FROM PINE ST. TO UNION ST.**

**SAGAMORE ST. NORTHBACK
FROM PINE ST. TO UNION ST.**

**MYRTLE ST. NORTHBACK
FROM WALNUT ST. WESTERLY TO THE DEAD END**

**PEARL ST. SOUTHBACK
FROM HALL ST. TO ASHLAND ST.**

**SENECA LANE
FROM CHURCH ST. TO CHESTNUT ST.**

**DERRYFIELD LANE
FROM NUTFIELD LANE TO CHESTNUT ST.**

**LONDONDERRY LANE
FROM ELM EAST BACK ST. TO UNION ST.**

**ELM EASTBACK
FROM HANOVER ST. TO MANCHESTER ST.**

**MONADNOCK LANE
FROM CHESTNUT TO MANCHESTER ST. AT NUTFIELD LANE**

**LITCHFIELD LANE
FROM CHESTNUT ST. TO MANHATTAN LANE**

**AUBURN ST. NORTHBACK
FROM CHESTNUT ST. TO LINCOLN ST.**

**LITCHFIELD LANE
FROM PINE TO HALL ST.**

**CENTRAL ST. NORTHBACK
FROM PINE ST. TO WILSON ST.**

**LAUREL ST. NORTHBACK
FROM PINE ST. TO LINCOLN ST. WESTBACK**

**MONADNOCK LANE
FROM LINCOLN ST. TO UNION ST. EASTBACK**

**UNION ST. EASTBACK
FROM MANCHESTER ST. TO LAUREL ST.**

**SENECA LANE
FROM PINE ST. TO UNION ST.**

**LOWELL ST. NORTHBACK
FROM PINE ST. TO UNION ST.**

**HANOVER COURT
FROM AMHERST ST. TO HANOVER ST.**

**HANOVER ST. NORTHBACK
FROM HANOVER COURT TO MAPLE ST.**

**SPRUCE ST. NORTHBACK
FROM LAKE AVE. TO HALL ST.**

**LONDONDERRY LANE
FROM DEAD END EAST OF MAPLE TO DEAD END WEST OF BEECH**

**MAPLE ST. EAST BACK
FROM LONDONDERRY LANE TO HANOVER**

**HAINES COURT
FROM CONCORD ST. TO LOWELL ST.**

**BEECH ST. EASTBACK
FROM BRIDGE ST. TO LOWELL ST.**

**MAPLE ST. WESTBACK
FROM BRIDGE ST. TO LOWELL ST.**

**AUBURN ST. NORTHBACK
FROM AUBURN ST. TO DEAD END EAST OF HALL ST.**

**CEDAR ST. NORTHBACK
FROM BARRY AVE. TO HALL ST.**

**MAMMOTH RD. EASTBACK
FROM HANOVER TO LAKE AVE**

**AUBURN ST. SOUTHBACK
FROM DEAD END EAST OF HALL ST. TO WILSON ST.**

**GREEN ST. NORTHBACK
FROM WILSON ST. TO DEAD END EAST OF HALL ST.**

**GROVE ST. NORTHBACK
FROM WILSON ST. TO DEAD END EAST OF HALL ST.**

**AUBURN ST. SOUTHBACK
FROM MAPLE ST. TO AUBURN ST.**

**GROVE ST. NORTHBACK
FROM BEECH ST. TO PINE ST. EASTBACK**

**PINE ST. EASTBACK
FROM VALLEY ST. TO GREEN ST. NORTHBACK**

**GREEN ST. NORTHBACK
FROM PINE ST. EASTBACK TO GREEN ST.**

**BELL ST. NORTHBACK
FROM BEECH ST. TO PINE ST. EASTBACK**

**VALLEY ST. NORTHBACK
FROM PINE ST. EASTBACK ST. TO BEECH ST.**

**MERRILL ST. NORTHBACK
FROM WOODMAN ST. TO JEWETT ST.**

**SILVER ST. NORTHBACK
FROM HALL ST. TO DEAD END WEST OF WILSON ST.**

**SOMERVILLE ST. NORTHBACK
FROM HALL ST. TO DEAD END WEST OF WILSON ST.**

**WILSON ST. EASTBACK
FROM SOMERVILLE ST. TO CLAY ST.**

**WILSON ST. WESTBACK
FROM SOMERVILLE ST. TO CLAY ST.**

WEST SIDE

**SECOND ST. EASTBACK
FROM ARNOLD ST. TO THE DEAD END**

**SECOND ST. WESTBACK
FROM HARVELL ST. TO SCHILLER ST.**

**FERRY ST. SOUTHBACK
FROM TURNER ST. TO THIRD ST.**

**DRUMMOND ST.
FROM SECOND ST. TO TURNER ST.**

**SCHOOL ST. SOUTHBACK
FROM TURNER ST. TO FOURTH ST.**

**RIDDLE PLACE
FROM RIDDLE ST. TO TILTON ST.**

**CONANT ST. SOUTHBACK
FROM MAIN ST. TO WEST ST.**

**CONANT ST. NORTHBACK
FROM NOTRE DAME AVE. TO CARTIER ST.**

**CARTIER ST. WESTBACK
FROM CONANT ST. TO THE DEAD END NORTH OF GATES**

**DUBUQUE ST. WESTBACK
FROM CONANT ST. TO GATES ST.**

**GATES ST. WESTBACK
FROM CONANT ST. TO THE DEAD END**

**HEVEY ST. WESTBACK
FROM CONANT ST. TO BLUCHER ST.**

**RIMMON ST. WESTBACK
FROM DEAD END SOUTH OF WAYNE ST. TO COOLIDGE WESTBACK**

**HEVEY ST. WESTBACK
FROM COOLIDGE ST. WESTBACK TO AMORY ST.**

**MONTGOMERY ST. WESTBACK
FROM AMORY ST. TO THE DEAD END NORTH OF KELLEY**

**REED ST. WESTBACK
FROM KELLEY ST. TO THE DEAD END**

**YOUVILLE ST. WESTBACK
FROM KELLEY ST. TO MASON ST.**

**REED ST. WESTBACK
FROM DEAD END NORTH OF DEXTER ST. TO THE DEAD END
SOUTH OF BREMER ST.**

**MONTGOMERY ST. WESTBACK
FROM DEAD END SOUTH OF BREMER TO DEXTER ST.**

**BREMER ST. NORTHBACK
FROM RIMMON ST. TO COOLIDGE AVE WESTBACK**

**DUBUQUE ST. WESTBACK
FROM BREMER ST. TO PUTNAM ST.**

**CARTIER ST. WESTBACK
FROM THE DEAD END SOUTH OF SULLIVAN ST. TO DUBUQUE ST.**

**PELLERIN LANE
FROM KELLEY ST. TO THE DEAD END SOUTH OF AMORY ST.**

**NOTRE DAME ST. WESTBACK
FROM WAYNE ST. TO THE DEAD END SOUTH OF SULLIVAN**

**FLAHERTY LANE
FROM HECKER ST. TO PUTNAM ST.**

**HECKER ST. NORTHBACK
FROM FLAHERTY LANE TO NOTRE DAME AVE**

**RAICHE LANE
FROM FLAHERTY LANE TO NOTRE DAME AVE**

**BOUTWELL ST. WESTBACK
FROM KELLEY ST. TO THE DEAD END NORTH OF BREMER ST.**

**LAVAL ST. WESTBACK
FROM MASON ST. TO KELLEY ST.**

**JOLIETTE ST. WESTBACK
FROM MASON ST. TO THE DEAD END SOUTH OF BREMER ST.**

**ALSACE ST. WESTBACK
FROM MASON ST. TO KELLEY ST.**

**DIONNE DRIVE WESTBACK
FROM BREMER ST. TO MONTCALM ST.**

Chairman Sysyn stated this has been held up because they didn't have names for the alleys, but now they've got all of the names for alleys, so we can go ahead with that 10 MPH limit in the alleys.

Alderman Osborne asked they are all named?

Alderman Forest stated I wanted to ask Tom. I think you had mentioned the last time that you had to make up signs. How much is it costing us to do that? Because you've got to post the alleys now, right? The speed limit in the alleys?

Mr. Lolicata answered I've got 120 – 130 signs already made up. Those might cover the alleys. I'm not going to put these at every intersection. I'm going to have them at the beginning and at the end of each one, and depending on the

length of the back street, add a couple more toward the middle. They are going to get the picture that it's 10 MPH in the back alleys.

Alderman Forest stated the other question that I have and maybe you could answer. I remember when we went to the 30-MPH speed limit. But at that time Manchester wanted to stay at 25 MPH and the State said that if we did that, we would have to post each and every intersection in the City and that's the reason why we went to the 30 MPH because we couldn't afford it. Do we have to come under that policy with this 10-MPH thing?

Mr. Lolicata answered I have to post all of these back streets. Whether they get two signs, four signs depending on their length. We have to post them, because they are different from the regular street.

Alderman Forest asked can you afford this?

Mr. Lolicata answered I have most of them already made and if I run out, then I'll make some more.

On motion of Alderman Forest, duly seconded by Alderman Osborne, it was voted to adopt regulations establishing 10 MPH limits in alleys.

Chairman Sysyn addressed Item 5 of the agenda:

Chairman Sysyn advises that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

AUDIBLE PEDESTRIAN SIGNALS:

MAIN ST. AND VARNEY ST.
ALDERMAN SMITH

CROSSWALKS:

ON ELM ST. NORTH OF VALLEY ST.
ON ELM ST. SOUTH OF VALLEY ST.
ALDERMAN GUINTA

NO PARKING:

ON NORRIS ST. WEST SIDE, FROM SOMERVILLE ST. TO A POINT 160
FEET NORTHERLY
ALDERMAN SHEA

RESCIND NO PARKING:

ON NORRIS ST. WEST SIDE, FROM SOMERVILLE ST. TO A POINT 70
FEET NORTH
ALDERMAN SHEA

RIGHT TURN ON RED PROHIBITED:

ON MAPLE ST. AT SPRUCE ST. NORTHBOUND, SEC
ALDERMAN OSBORNE

STOP SIGNS:

ON JANE ST. AT LOWELL ST., NWC
ALDERMAN SYSYN

ON HAMPTON ST. AT S. WILLOW ST., SWC
ALDERMAN GARRITY

ON BELMONT ST. AT OAK ST., NWC, SEC
ALDERMAN GATSAS

PARKING 1 HOUR (8AM-5PM MON-SAT):

ON CILLEY RD. NORTH SIDE, FROM PORTER ST. TO A POINT 100 FEET
EASTERLY
ALDERMAN SHEA

Alderman Osborne stated the no right turn on Spruce Street. As you notice on the agenda, I'm just going to point something out here. I'm going to ask Lieutenant Valenti. I know you gave me the report. Back when I was an Alderman 20 years ago, we had a lot of accidents in my ward, especially on Lake Avenue and on Spruce Street. Lake Avenue and Lincoln, Lake Avenue and Wilson, Spruce and Wilson, and Spruce and Lincoln and also at this intersection at Spruce and Maple. People used to always say why don't you put a set of lights on these other corners like Lincoln and Lake Avenue and where there are yellow blinkers, which I had put there 20 years ago. And putting a set of lights everywhere is not the answer, believe me, it's all negligence and so on. But the reason there is, is when I called Lt. Valenti I wanted a report here on that corner to see how many accidents. I know there was a lot, in fact there's more accidents on this corner than where the other four corners are. The reason is that they are trying to beat the light there all of the time coming up. That's what I wanted to ask the Lieutenant. On that particular thing when you have...there's 21 accidents and what period of time?

Lt. Valenti answered I think the report was January 1, 2003 until November 2003.

Alderman Osborne stated 21 accidents on that one corner. That's a lot of accidents on one corner. What's happening there is... So I put this order in with Tom a little while back before I even got this report, because I knew there was a lot of accidents. I didn't have to get this report, but I find also, which I wanted to ask him, maybe he doesn't know, but these 15 vehicles that ran the red light, one failed the sobriety test, but the vehicles that ran the red light, when they ran that red light, where was the other...the other car had to have been coming up Maple Street, either going straight or taking a right, one or the other.

Lt. Valenti replied I can't answer that. I'd have to pull the report on each one.

Chairman Sysyn asked but the Maple Street right doesn't change the quick, does it?

Alderman Osborne replied what happens is these people sneak around...somebody coming up Spruce Street and then somebody is going up Maple Street north, so now you can't. You can take that right turn going up Spruce Street, and these people coming up Spruce Street, a lot of them try and beat that light. So this poor guy that sees the yellow light coming up Maple Street to take the right onto Spruce Street, is taking for granted that this guy is coming up and going to start stopping on the yellow, and this guy didn't. So he's taking that right hand turn and it is an accident. There are a lot of accidents on this corner and that's why I recommended it.

Chairman Sysyn asked so you're going to leave it there? You're not taking it off?

Alderman Osborne stated I just wanted to explain it.

On a motion of Alderman Guinta, duly seconded by Alderman Forest, it was voted to accept the Traffic Department agenda.

Alderman Forest asked so we just voted on this one item or the whole thing?

Chairman Sysyn replied we are voting on the whole thing.

Chairman Sysyn addressed Item 6 of the agenda:

Discussion regarding handicap parking requested by Alderman Forest.

Chairman Sysyn stated on that one there I think we should talk about doing that all day parking for handicap. Just in that parking lot.

Alderman Forest stated there's about five people or four that I know of and there is probably six or seven in these two buildings that are walking around on crutches. We have three handicap spots. We have one here by City Hall, we have one near the YMCA on Stark Street and then there is one over on Elm Street. Most of the handicap spots, people come in and they grab them because they are allowed to park all day long at those signed handicap spots. What I'm suggesting or what I would like to do is the parking lot over here on Middle Street; there are 34 parking spots there. You park at a meter with a handicap sticker or handicap plate and according to City ordinance you're only allowed four hours. A lot of the handicap, and I'm sure there are other handicap people in other buildings around here. What I would like to propose is the fact that that lot alone that we bring back the unlimited handicap parking at the meters. Strictly that lot so the people that work around here, if they have temporary handicap or they have permanent handicap, they have a place to go to park within a reasonable distance. The people that I know of, there are least five that I know of in these two buildings that are on crutches. It is a long walk to get from any one of the garages to here. So I'm just proposing that we make that lot unlimited handicap parking, so people go in they find a meter, they get a handicap spot and they can park there all day long and spend their time at work downtown.

Alderman Osborne asked do they still have to feed the meters?

Alderman Forest answered not if they have handicap placards or the handicap plates.

Alderman Osborne asked you don't want to pull meters out do you?

Alderman Forest answered no. People will still go in who are not handicapped and put money in the meters. People with a handicap parked at the meters don't have to know. But it would only affect that lot.

Alderman Osborne asked so a regular person can park there?

Alderman Forest answered absolutely. What I'm asking is that we go back to the unlimited parking in that lot for handicapped people.

Chairman Sysyn stated we had shortened the time that a handicapped person could park at a meter down to four hours.

Alderman Forest stated there are 34 spots, and people that work within a block or two of here can park there. They're fighting here for seven handicap spots within four blocks of this place. And that's it, and that's unlimited. There are four here,

there's one at City Hall, there's another one in that lot and the nearest one is near the lot.

Alderman Osborne asked so handicapped could park anywhere in that lot?

Alderman Forest answered anywhere in that lot for eight hours.

Chairman Sysyn stated I was telling Carol too that somebody suggested well why don't they come and park in the garages and somebody could drive them in, but they all work at different hours. Some of them start at 7:00 in the morning and some of them start at noon.

Alderman Osborne asked what happens when they can do it that way. There are a lot of handicaps around here and they all want to park there for eight hours for nothing, so you're not making any money.

Alderman Forest stated you're not anywhere else either.

Alderman Osborne stated I'm just asking this question. A lot of them shouldn't even have them either. There's a lot of them out there that's don't need them, and if they all get to know that it is free over here more than four hours, then that whole parking lot can become handicapped.

Alderman Forest stated I have no problem with that. If they all want to park here, then that is fine.

Alderman Osborne stated like I'm saying you might as well pull the meters.

Alderman Forest stated they are parked all over the City. You go anywhere around here and you've got people that have handicap plates that are finding the ones where they can park all day, or they do spend it at meters at other places. I am not requesting this to debate the abuse of handicapped plates, I am asking this because there are a lot of people who work around the downtown area in Elm Street west of Elm Street north or whatever, that are in wheelchairs, they are on crutches and they have walking disabilities and they only have four handicap zones.

Alderman Osborne asked what do you recommend after being in this for so many years?

Mr. Lolicata answered if it doesn't cost me a dime it is okay with me. I'm not getting involved in that discussion Alderman, because I've got my opinions like you do and I'm not going to start making a big deal out of this. I just want to know what you want to do with the parking lot.

Chairman Sysyn stated I think if it creates a problem then you can address it again. I don't think that...if it does become a problem, then you can bring it back in.

Alderman Osborne stated I don't have a problem, I'm just disgusted with the abuse of handicap plates.

Chairman Sysyn stated that's what I'm doing, just discussing it.

Mr. Lolicata stated I don't think you're going to see 40 people coming over there all handicapped. I don't think you're going to see that personally.

Alderman Osborne stated if it does get out of hand, then you can always change it. It is just discussion.

Alderman Guinta asked is there room for middle ground and just identify a certain number of spots in the lot as handicapped or is that...?

Alderman Forest stated I think if we do that, handicapped spots have to be 18 feet?

Mr. Lolicata answered 13 feet. Each handicapped spot equals about one and one-half spaces of a normal space.

Alderman Forest stated so we would lose a meter for every handicapped spot that he have in there now. This way here we're not losing revenue. I don't believe we're going to get 34 people that have handicap plates to park in that lot every day, and it is just to accommodate the handicapped individuals within a block of here. Because they can't really do a wheelchair from the parking garage.

Alderman Guinta asked how are we not losing revenue? You said you're not losing revenue?

Mr. Lolicata replied no, I didn't say that. If anybody goes in to one of those spots, of course you're going to lose revenue.

Alderman Forest stated there is no question but I don't expect that's going to...

On a motion of Alderman Forest, duly seconded by Alderman Guinta, it was voted that in the Middle Street parking lot to rescind the four-hour handicap parking limit and insert unlimited handicap parking at meters.

Chairman Sysyn asked Tom [Lolicata] are you doing anything with the Canal Street garage? Don't we have to move City employees out of there?

Mr. Lolicata stated we are in the process of doing that now. But we had to find out who has the cards to get in. If we have to buy them or if there's enough over there available. What is going to happen is City employees are going to be moving over to the Wall Street garage.

Chairman Sysyn asked so we are moving them?

Mr. Lolicata answered right. Once I get everything in a row here, we're going to send out a notice by February 1st, they have turn their cards in and I want to make sure it's either to us directly or Traffic or to Jerome, one of the two.

Chairman Sysyn asked doesn't Finance have a record of who has the parking stickers?

Mr. Lolicata answered no.

Chairman Sysyn asked who took care of that in the beginning where they paid \$20.00?

Mr. Lolicata replied the original ordinance is out the window. There are much more people than there was supposed to have been by department. We should have about 85 people in the Canal Street garage, you've up to 127 right now.

Chairman Sysyn asked who has track of it? The departments?

Mr. Lolicata answered I've got track of how many there are supposed to be in each department. The one who has the tracking right now is over at the Victory garage. We'll send out a notice but I want to make sure I get the tickets for these people to get into Wall Street. It's a different card altogether and the other people we'll be paying back the \$20.00 from the garage over here at Victory, that's why I'll probably have them return them over there. Or we will do it and I will pay at Victory garage that is all. At any rate, you've to two months and once I get the things sent out.

Chairman Sysyn asked who is handling it? National Garage must be handling it. Because I asked who I should pay my December rent to, because I pay \$60.00 to park there and he said to just keep paying National. And that's going up to \$65.00 in January because we already passed that one.

Mr. Lolicata stated they still can do what they want. They are going to abide by it.

Chairman Sysyn asked so you're going to send the notices out?

Mr. Lolicata answered once we get all of the stuff organized, we find out where the tickets are to get the other people, we're going to hand them out after they return their \$20.00 cards. There's 120 spots over there for people and we're talking 127 at the Canal.

Chairman Sysyn asked will they have to pay \$20.00 again?

Mr. Lolicata answered that's what we're thinking. Do the same thing.

Chairman Sysyn asked where does that money go to?

Mr. Lolicata answered when we find out these people, the holding company that is the head of it, we talk to them, they are our spots. Out of 400 we have 120 left, we can do that.

Chairman Sysyn stated we pay rent for those parking spaces anyway at Wall Street.

Mr. Lolicata stated that's right, so if we want to charge \$20.00 and let it go at that like we did before, then you could probably do it. There are spots that have never been used. Nobody wanted them, so that's where they are going to go. There will be nobody being accepted or turned over to Victory. Nobody is going to go to Victory. Nobody.

Chairman Sysyn stated Victory is getting pretty full.

Mr. Lolicata stated that is one of the reasons.

Chairman Sysyn addressed the tabled items:

TABLED ITEMS

7. Report, if available, from the Building Commissioner and City Solicitor regarding speeding up the demolition process.
(Note: Tabled on 8/12/03 pending collection of comments from departments and final version of the ordinance.)

8. Ordinance:
 "Amending the Code of Ordinances of the City of Manchester by creating §75.00 Motorized Scooters established to govern the use of motorized scooters in the City of Manchester."
(Note: This item was tabled to have the Police Department review the revised ordinance and bring their recommendation back to the Committee.)

On motion of Alderman Forest, duly seconded by Alderman Guinta, it was voted to take Item 8 off the table for discussion.

Alderman Forest stated on my motorized scooter ordinance, I know it went to you to review it and I think I talked to you before when you said you have reviewed it.

Lt. Valenti replied yes I have.

Alderman Forest asked where is it now? Is it back to the City Solicitor's office or do you still have it?

Lt. Valenti replied no. Tom Arnold revised it and I was going to have meeting with him and Deputy Simmons just to discuss it to see if there were any further problems. That's going be held the 18th of December at 10 o'clock. You're invited to attend, in the Chief's conference room.

On a motion of Alderman Forest, duly seconded by Alderman Guinta, it was voted to put this item back on the table.

9. Portion of report of Traffic Committee referred back to committee 3/18/03 regarding the adoption of regulations:
One-Way Streets
Hollis Street
Kidder Street
(Note: This item was tabled on 4/8 pending a meeting between Alderman Guinta, Tom Lolicata, and the constituents involved.)
10. Report regarding parking garage contract RFP's.
11. Communications from Aldermen Forest and Guinta requesting that the parking meter time requirement for downtown be reduced from 8 PM to 6 PM.
(Tabled 11/12/03 pending submittal of survey from downtown businesses.)

On motion of Alderman Forest, duly seconded by Alderman Guinta, it was voted to remove this item from the table for discussion.

Alderman Forest stated originally I sent a letter to this committee asking that the parking time be rolled back to six o'clock and shortly after, which I think was a day or two later, Alderman Guinta had done the same thing. I know it was on the agenda at the last Traffic Committee meeting, which I was in Florida, and actually I don't know how it got on the last committee, it was supposed to be this one.

Chairman Sysyn stated that's why we tabled it.

Alderman Forest stated I know there was a request of this committee that Alderman Guinta do a survey of businesses downtown, I know I have talked to the Chamber of Commerce, I have talked to Brian Fortin, I have personally gone to many businessmen and businesswomen downtown, restaurants, business downtown, and I have asked them. I have one person downtown who has a concern with it and it is the owner of Collectors Heaven, and again, his concern is the fact that people from the arena are going to park in front of his place. The thing with him I think is the same concern he had when we rolled back the Saturday and Sunday parking and I did explain to him, and he sort of agreed, that if he has a problem with this, we can remove a couple of meters in front of his place and put a one hour zone. And he has agreed. I have not really found any opposition to this from the business people, even the ones near the arena. I don't believe that the same excuses are being used that were used back a year and a half ago when we rolled back the Saturday parking. They're using the same figures; they're using the same numbers and everything else. And I do not feel that

bringing this back down to six o'clock will interfere with the revenue. I think it's going to bring more business downtown and the business owners will be happier and that's my comment on this.

Chairman Sysyn asked how much revenue are you going to lose Tom?

Mr. Lolicata answered probably a little more. Make it just 2,000 meters, you're going to go over \$150,000 easy anyway for the year.

Alderman Osborne asked that's for two hours?

Mr. Lolicata answered yes and on top of that you have start thinking that I have to change them all over again. This will be my fourth time around. That costs money and I'm going to be very blunt about this. This is the third change if you're going to do this. You lost Saturday and you lost hours from ten down to eight, now you're going to six, who is going to make up this money on the revenues? When you say something and do something like this Alderman, no offense, here goes \$220,000 - \$300,000 out the window, you have to make up for that.

Alderman Forest stated with due respect to you Tom, number one I have never, every believed that tagging people anywhere should be used as a revenue tool. Even when I was a Police officer, it wasn't the Police Department or the City's intent to go after people in the City anywhere as a revenue tool. There are other ways to make money...

Mr. Lolicata interjected I wasn't talking about tagging. I didn't say a word about tagging.

Alderman Forest stated that's where you're getting the revenue from.

Mr. Lolicata replied no. You're getting the revenue from the people paying the meters too. I'm not even talking about tagging.

Alderman Forest stated that's the complaint that I'm getting. You're losing revenue because of tagging.

Chairman Sysyn stated no. You're not losing revenue because of tagging.

Alderman Forest the parking control officers are out there, they're getting two or three hours of overtime every single night, five nights a week, so there is a savings there. There are other ways, again, for me if you want to tag cars, fine you go out and you tag cars, you increase the parking fines. I have absolutely no problem giving someone or having a parking ticket given to someone. You want to move

them, you tag them. So you raise parking fines. You raise it for no parking zones. The other thing is other complaint and everything else that people are giving me is, the employees are going to be parking there.

Chairman Sysyn stated they do park there now, especially on Saturdays.

Alderman Forest stated but let me tell you. Employees parking downtown should be the responsibility of the businesses that have asked for this.

Chairman Sysyn stated the businesses can't run out and watch their employees. I go to Piccolo Italia to eat and the employees are running out there to feed the meters so they can park there.

Alderman Forest stated feeding the meters is still illegal.

Chairman Sysyn stated I don't care, they are still doing it. Merrimack Restaurant, sometimes the owner parks in front of the restaurant. If I had a restaurant on Elm Street and one of my employees parked there and didn't take warning from me, they wouldn't be working for me.

Alderman Forest stated that's exactly what should be happening. So I'm still proposing this and it is still out for discussion.

Chairman Sysyn asked Stephanie [Lowery] how do you feel about this?

Intown Manchester Director Stephanie Lowery answered well I obviously have interest in keeping the parking as friendly as possible for the customer. I do recognize that without any controls then you will have abusers and the abusers are the employees and the residents. I think that the customers don't have as strong an objection to paying a meter as they do when they get a ticket and I don't know how to resolve that issue, and I also don't know how you resolve the issue of the financial impact, if there is one, I guess it's debatable. But as long as there is revenue I suppose the City continues to count on revenue resources to make sure that the taxes don't go up. So that's the challenge of the Aldermen to figure that out. The downtown businesses...there's two ways of looking at it. One is that if it looks like you can't park in front of a business, people will drive around the block until they can find a parking place, and then they'll go in. Most of our businesses at night are restaurants and nightclubs and so forth. People are apt to stay a long time. It's not really a retail center. If it were a retail center I think there would be strong objection to leaving this as a free for all. I think the retail people feel that they, and Collector's Heaven is the one person who has voiced a strong objection, and I know there are some others that particularly around the Verizon Arena that do have concern and those retailers are the ones that are concerned. They are only

opened on Thursday night though. So basically it isn't a terribly difficult problem, although there are some events on Thursday night occasionally. Most hockey games are on Wednesday's and Friday's and it hasn't been too much of a problem to mesh events in with downtown business. It can possibly affect restaurants, but interestingly enough, many of the restaurants that people frequent are not as close to the Verizon Arena, some of them are, but many of them are not. So I guess it's a toss up on whether or not you decide to roll this back. I think that until our downtown is more thriving that everything that we can do to make ourselves customer friendly, should be a priority and customer friendliness is really so important because if you get a ticket you don't want to come back. You'll go someplace else, but if you know that you might have to drive around the block a couple of times to find a parking place, that's not as onerous as parking and getting a ticket. So I think customer friendly, you have to determine what is customer friendly. But I think customer friendly is not having to deal with meters after 6:00 PM.

Chairman Sysyn stated I differ, because I think we should leave them.

Alderman Guinta stated I have not done a scientific survey as of yet. I wanted to sort of echo some of my earlier sentiments and reiterate some of the sentiments that have been mentioned here. First of all, I don't think generating revenue through parking meters and parking tickets is an appropriate revenue source, as a matter of policy for the City. Secondly, I think we need to make the City as inviting as possible and I do believe that that means addressing the changing needs of the downtown. Clearly there is a, and it is an ongoing public debate, because you see letters to the editor from people who live within Manchester and from people who reside outside of Manchester, who complained about receiving tickets. They don't mind feeding the meter, but they are very angered when they add a \$10.00 fee to their dinner. I would like to address that issue and this is the way that both Alderman Forest and I, we feel that this is the most appropriate way to address it. In terms of the revenue, we're talking about I would say, and I don't know the exact number, but less than a tenth of a percent of our revenue. So if you put it into that type of number, and compare it to our entire general fund revenue, we're really talking about an extreme minimal amount of money. The amount of the valuation, the increase, just in the valuation of the City alone, more than pays for this ten times. So I think there are ways that we can address the revenue issue. Just simply by growth. When a city grows, a city needs to address the changes that come with growth. I think this is a positive change. Again, I haven't done a scientific study yet, and if the full Board feels that that is necessary, then I guess I will do that, but for over a year now I have consistently heard from the downtown business owners who like to see this change, and again during election time, that month of October, I did my door to door for residential and business neighbors alike, and this is when it was addressed to me more than

any other time of year, but I would still hear it not only in October but mostly during the year as well. So I'm still in favor of it. I'd like it to go to the full Board. I'm happy to bring downtown owners to a public meeting to make their comments known. It was very easy to do it last time, when Saturday was an issue and I'm fairly confident and feeling fairly certain that it would be just as easy to do it for this one. I am in support of this going to the full Board and I understand the concerns and objections of the Traffic Department and some of the revenue issues, but I think they are all achievable or items that we can overcome.

Chairman Sysyn stated but my interest was not in the revenues. My interest was with if you had that until 8:00 PM, you're protecting that business owner from somebody parking there for the Verizon center, where his regular customer could still come in without them hogging all of the parking spaces. I eat downtown a lot.

Alderman Guinta stated I understand that Madame Chair, but I think we have look at the larger picture. There's always somewhere downtown that we can point to and say this particular spot or this particular area is going to be a problem. But if we look at the broader picture, which I think is the most compelling argument, it is overall friendliness and openness as a city, it is...which also goes by the way in my view include the issue of revenue. How do you say, come to my City, spend your money, but then we're going to get you on the way out. I think that those interests while they might be competing interests, they are more compelling than some of the less significant problems that have to be addressed as the year progresses. But I think that it's the right thing to do. There are going to be some problems with policy in certain very limited or narrow scopes, but I think we try to do the best we can as a city to address those things. But those things shouldn't stop the progress and the requests of the community.

Ms. Lowery stated I'd just like to make one comment about what feeding the meter does between six and eight and if we continue to keep our meters as they are, and I don't really have an objection to it, possibly it makes a control. But I would like to just make this one observation and that is that if a waitress comes in for duty from six till midnight, she can feed the meter for two hours and then she's got free parking the rest of the night. That is \$1.00. It's still cheaper than going into a garage and having to pay \$3.00 or whatever it is on an event night. So for anybody who is working downtown, who has the night shift, it costs them \$1.00 to park, which is less than it costs most people to park there during the day. So there is that observation, which is just a simple there is no way to get employees not to park there. My daughter was an employee and boy I read her the riot act and she said to me mom, I don't make much money and it is cheaper to park at a meter. So there is that. I agree that employers have to do something about keeping their employees off from the street and that's a big problem and the business is going to

suffer because people are parked in front of their place. Their employees are part of the problem and there is absolutely no doubt about that.

Alderman Forest stated in my opinion the employer has to deal with that matter. It is not the City that should deal with it.

Ms. Lowery stated so maybe there is some other way to deal with that problem. I just wanted to make the observation and the other observation is if you come down on a Sunday for instance, it is amazing how many people are parked on the street when there is not one business open and so that tells you something about perhaps it is residents or somebody who is parking downtown. It is very popular.

Chairman Sysyn stated when we reconfigured Elm Street and there was no parking meters or whatever, all the spots were filled on Elm Street. It wasn't from people doing business downtown; it was from all of the employees who didn't want to pay to park in the garages or anywhere. They could park for nothing, but they were blocking business from doing things.

Alderman Osborne stated I guess there are three or four things here. First of all, do we want to lose the \$150,000 I guess is one? As she mentioned they are going to put their money in at 6:00 PM and stay there until midnight or 1:00 AM or 2:00 AM, at least we collected \$1.00 from them than nothing. If that is going to happen, it is going to happen, they'll park there at 6:00 PM and don't pay any money at all. So it's a catch 22 here. We've been talking it back and forth for years, but back...it has been changed how many times? What was the first change?

Mr. Lolicata answered 10:00 PM to 8:00 PM.

Alderman Osborne asked who wanted to go up, down, back and forth? The merchants?

Mr. Lolicata answered the merchants. Mr. Fortin and everybody fought for one thing, then they changed their minds and then they did the other. That's the bottom line. Ninety percent of these people have their own employees park downtown. It hasn't changed in 40 years. Don't forget Verizon. Now you're going to give people throughout the whole country free parking for Verizon. You can't even get a buck off from them for...that's pretty bad.

Alderman Forest stated I don't think so.

Mr. Lolicata stated go to Boston and try that. We're the cheapest ones in the east coast, Manchester.

Alderman Forest stated let me tell you. You go to Boston and you try parking at a meter for four hours and still you get a \$50.00 ticket my friend.

Mr. Lolicata stated that's what I'm talking about. That's what I'm saying. We're the cheapest and you're missing out on Verizon, which you wanted that building to bring.

Alderman Forest stated they are parking there now anyway. A lot of people who go to Verizon come downtown, they go into a restaurant and then they go to a hockey game or whatever and they leave their cars right where it is.

Mr. Lolicata asked which is where?

Alderman Forest answered which is wherever. I do it myself. I come to Merrimack Spa and I leave my car right in front of Merrimack Spa and I go to a hockey game.

Mr. Lolicata asked so you pay the meter?

Alderman Forest answered I pay the meter, sure. But some people don't and I see it all of the time.

Mr. Lolicata stated and they pay the piper.

Alderman Forest stated let me tell you, and I'll argue this point because I've seen them, there are some that don't, but I'll tell you, the parking control officers are not tagging at Verizon. They are tagging Elm Street down this way, they are tagging Market Street, they are tagging Lowell Street and they're tagging Manchester Street area. You tell me the last time when you went, I don't know if you go to hockey games, the last time you saw a parking control officer in front of Verizon. For one in front of Verizon they are 10-hour meters. So people come there at...Granite Street fruit does it. He moves his trucks out at 4:00 PM. So it makes no difference. I receive the complaints and I'm not in Ward 3. I receive the complaints; I get the letters just like Alderman Guinta does. I get the complaints from the businessmen when I go to Richard's Bistro who has his own parking lot. Or I'll go into Piccolo's, Merrimack Spa; I haven't found any... I've talked to them.

Chairman Sysyn stated I never got a complaint from Piccolo and I eat there at least once a week and his help parks in front of his restaurant.

Ms. Lowery stated I would say that they're all going to complaining. Every business owner is going to complain. That's just kind of the nature of being a business owner. The other thing though that I would say, is that I have this conversation about a lot ways we spend money just in the downtown area, and that is that when you...I don't know if we have a lot of money if we don't collect parking revenue if that really is a lot of money or not. I guess I need to...I've heard figures now \$150,000 some of them have gone up to \$300,000 or \$500,000, I mean I don't know what we're talking about in terms of money. But I would suggest that if it looks like there is a way to deal with it, then let's see if we can deal with it, whether that's adding more fees onto something else or whether that's increasing the tax rate, which I can't imagine would very palatable. But look at who is complaining and find out if they live in the City and are going to part of the solution to whatever this revenue deficit might be and you may find that some of these owners don't live in the City, they are going to complain, but they are not going to be part of the solution. So I would just encourage you to think about how the solution would be because if we could solve that problem I don't think that we would be around this table right now, we would just say scrap the meter times and let everybody fend for themselves.

Alderman Osborne stated I've been in business for 38 years. I have my own place. By pushing the meters back by two hours is not going to solve what you're thinking about. I'm telling you right now. It is not going to do it. It is going to make it worse, these people are going to be parking there from 6:00 PM on instead of 8:00 PM and not paying a nickel, never mind going to the garage or anything. So you're not going to solve anything because these merchants are still going to be hollering, because they are not going to have their parking spaces.

Alderman Forest stated it's not only the merchants.

Alderman Osborne stated okay whatever, so what are we trying to do then? I don't know. Why else would you do it if it is not the merchants?

Chairman Sysyn stated it's the merchants that are complaining.

Alderman Forest stated it is also the customers. It's not only the merchants. It's the customers, it's the merchants, it's the people who go downtown on a regular basis.

Alderman Osborne asked where are these customers going?

Alderman Forest answered they're going to eat at restaurants, they are going to bars or whatever.

Alderman Osborne asked how long are these meters? Two-hour meters?

Alderman Forest answered they are two hour meters.

Mr. Lolicata answered some are ten hour meters.

Chairman Sysyn stated I never have a problem on Elm Street and I eat on Elm Street a lot.

Alderman Guinta stated I respect your position. I think again we have a City budget of what \$230 million? Let's just put it into perspective. We have a budget of \$230+ million. We're talking about, it's not \$500,000, we're probably somewhere...

Alderman Forest interjected we're taking about 1.5 cents on the tax rate, if that.

Alderman Guinta stated first of all I got a lot of thank you's from the downtown business owners and from constituents when we got rid of Saturday fees. I did get a lot of thank you's. As a matter of fact, just a couple of months ago...every once in a while you still see people feeding the meters on a Saturday because they don't know. I'm walking down the street with my wife and the dog and someone says do we have to pay the meters, no okay great. It is just...

Chairman Sysyn stated and on Elm Street they can use nickels and dimes. I don't know if you're aware of that.

Alderman Guinta stated but that's a whole other issue that we will probably get into later on. But we can agree or disagree, that's fine. But we're talking about a few hundred thousand in a \$200+ million budget.

Chairman Sysyn stated if you did that with everything Frank, every little thing adds up.

Alderman Guinta stated but I'm not asking to do it on everything. I'm asking to do it on this.

Chairman Sysyn stated I know you're not but then somebody else will ask to do something else.

Alderman Guinta stated we also have to recognize the valuation. If you're going to site that as an example, you have to recognize the valuation of the City. It is going up. I mean that issue is addressed. It is offset by the valuations in the City's favor by the way. I understand the revenue argument, but...

Chairman Sysyn interjected I'm not arguing with you over the revenue, I'm arguing over other things, but go ahead.

Alderman Guinta stated I know what you're arguing about. At any rate, we can continue discussing it. I'd like to move it out of the committee.

Alderman Guinta moved to approve parking meter time requirement for downtown from 8:00 PM to 6:00 PM. Alderman Forest duly seconded the motion. The motion failed with Aldermen Sysyn and Osborne duly recorded in opposition.

On motion of Alderman Forest, duly seconded by Alderman Guinta, it was voted to put this item back on the table.

Alderman Forest stated I have another item for New Business. I guess I'm going to pick on you Lieutenant. Back streets. We just approved speed limit in back streets. Is there any way to get your officers...the all night parking ban is in effect? I know I have a problem in my ward and I'm sure other Aldermen have it. The back streets are not wide enough for cars to be parked there. There are cars now because of the all night parking ban, the odd and even and now the snow emergencies, they are all moving into the back alleys and they are literally blocking back alleys. I got a couple of them in my ward where the plows can't even get down. So I was just wondering if your officers can make a little special effort to...I know you can't take care of the odd and even, but I understand and if I still remember, unless it has changed, that it is a fire lane, it's not wide enough for cars to be parked there and I believe you can tag them for no parking.

Lt. Valenti stated you can't park in the back alleys.

Alderman Forest stated I'd just like them to pay a little extra attention to the back alleys during the snow emergencies and whatever because they're all over my ward, Ward 11 they are having the problem over there too.

Lt. Valenti replied absolutely.

There being no further business to come before the Committee, on a motion of Alderman Guinta, duly seconded by Alderman Forest, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee